



PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 [Portland.gov/Transportation](http://Portland.gov/Transportation)

**Jo Ann Hardesty** Commissioner **Chris Warner** Director

## Central City in Motion Working Group

### Meeting #7

**July 13, 2021**

### Agenda

5:00 p.m.	Welcome
5:05 p.m.	Introductions
5:15 p.m.	Public comment
5:20 p.m.	Opportunity for feedback: Hawthorne and Viaduct Design
5:35 p.m.	Opportunity for feedback: SW Alder
5:50 p.m.	Project updates and closing roundtable



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### Meeting #7 Notes

**July 13, 2021**

*This meeting was held virtually over Zoom. A copy of the Zoom chat is below.*

**Committee Members Present:** Ryan Hashagen, Tara Mather, Emily Guise, Tony Jordan, Amanda Howell, Adam Zucker, Izzy Armenta, Nick Fazio, Reza Farhoodi, Jon Isaacs, Peter Finley Fry, Susan Lindsay

**Staff Present:** Gabe Graff, Timur Ender, Briana Orr, April Bertelson, Brenda Martin (TriMet)

**Public Comment:**

None

**Welcome, Introductions:**

Briana Orr reviewed Zoom meeting protocols, facilitated small group introductions

PBOT and TriMet staff introduced themselves

**Public Comment**

No public comment was provided

**Opportunity for feedback: Hawthorne and Viaduct Design**

Briana presented on SE Hawthorne and SE Madison project progress

Completed work includes:

New parking protected bike lane installed on SE Hawthorne, new bike signal at SE 7<sup>th</sup> and 11<sup>th</sup> Hawthorne, new BAT lane as well

SE Madison, made part time BAT lane all-day

Shared locations where new ZICLA platforms will be installed (SE Hawthorne and 12<sup>th</sup>, and SE Hawthorne and 6<sup>th</sup>)

Work remaining on the project: Hawthorne Bridge Viaduct striping

Briana shared current striping configuration and rough dimensions

Shared potential design solutions for the Viaduct:

Prioritize protection – 6ft bike lane with protection but no passing space



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Prioritize passing – 8ft bike lane adjacent to bus / bike passing lane

Hybrid - Vertical posts with greater spacing to allow bike lane users to pass

Questions to the Committee:

How has your experience been on Hawthorne and Madison with the new designs?

What's working? What could be improved?

On the Viaduct, what would create the most comfortable bike lane experience for Portlanders?

Physical barrier between bike lane and bus lane?

The ability to pass (or be passed) by other bike lane users?

A hybrid – Provide somewhat permeable protection?

Peter: How narrow would the general-purpose lanes be?

Briana: 11ft is our standard against a curb, but we need to check with the County

Emily: I love the redesign, love the phase separated signal at 7<sup>th</sup>, I feel so much safer it is wonderful

Emily: No right turn on red signage on Madison, white posts at transition – either need more robust posts or more robust protection.

Emily: Regarding the viaduct, my biggest safety concern is the offramp, what's being done there?

Briana: We did have our engineering the team look at this, we plan to tighten this up to improve visibility

Emily: There used to be a flashing bike / ped warning sign at the off ramp – could that be put back? It helped clarify right of way

Briana: Will follow-up with the County about the history of this sign and if it can be replaced.

Susan: I think the passing lane option might be better for encouraging more riders on the bridge. It might feel safer to have more space to let faster cyclists go around

Amanda: Agree with Susan especially with more e-bikes and e-scooters on the road



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Chris: This is my regular bike commute. The posts Emily mentioned are destroyed – probably need a more robust solution here

Chris: Regarding the passing questions, it may be worth looking at how often people biking are passing in that section, I think a lot of the passing is already done by the time folks get to this part of the viaduct. It may be worth observing during rush hour. I also agree with the comments on the offramp, it feels scary there

Reza: How far would the bus lane go?

Reza: I concur with other folks. I notice on Burnside that the difference in speed is an issue. I do see quite a bit of differential speed here.

Reza: As far as the rest of the corridor, I've been enjoying it.

Reza: What's going on at 12<sup>th</sup> and Madison? It seems unresolved.

Emily: I agree it feels unfinished

Briana: I hear that – we really need signal modifications to resolve this. We did what we could with the space. Could not provide for a two stage left turn box for bikes.

Adam: I think overall, it definitely feels safer. To Reza's point, that turn onto 12<sup>th</sup>, there's a two-block gauntlet to get to SE Salmon. Is there something you can do to complete a safer connection to SE Salmon

### **Opportunity for feedback: SW Alder**

Timur shared adopted TriMet Line 15 re-routing for the SW Alder Rose Lane pilot

It used to turn from to Salmon, but now we're proposing a more straight shot down SW Alder

Part of phased approach, first we'd install asphalt accessible bus platforms, then later come back and finish them in concrete

Timur shared conceptual design starting on the west end, shared stop locations

Just by changing the route to Alder, we will save bus riders 2 minutes of travel time

Between 2<sup>nd</sup> and 4<sup>th</sup> Avenue we are proposing to remove parking on both sides of the street to make room for a new BUS lane

Design will be similar to SW Madison for consistency



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*Questions to the Committee:*

*How important is it to connect Alder bike lane to SW 2nd Ave bike lane that begins at Washington?*

*Bike lane between 2nd-4th: Adequate passing space?  
OK with it not being curb tight?*

*Any feedback on stop locations?*

*Any feedback on level of public engagement?*

Peter: I worry about removing the parking, it provides a barrier between the pedestrian sidewalk and the active roadway. A hedge, railing or something would help people feel comfortable.

Reza: I am really excited as someone who uses the Line 15 a lot, very excited for this change. Alder does tend to back up as the portal onto the Morrison, what is the City's appetite for removing curb extensions on the transit mall? To extend the BAT lane

Timur: We have the benefit of a phased approach, once we get Phase 1 in we will be able to evaluate whether we're getting the travel time savings, and we'll have the opportunity to make design decisions for Phase II.

April: We did coordinate with the 4<sup>th</sup> Ave project to eliminate curb extensions with that project. Getting rid of the curb extensions on the transit mall would be a big lift.

Reza: I am assuming this would preclude a two-way bike connection up to 18<sup>th</sup>/19<sup>th</sup>?

Timur: Yes, it would – we could look to Washington

Reza: That would be a shame, if that connection is never possible, could you have a contraflow bike westbound bike lane?

Timur: I don't think we would have room for that, no.

April: This would provide less bus traffic on Salmon, which would help with that bikeway project

Ryan: I would like to advocate for connecting SW Alder to the 2<sup>nd</sup> Avenue bike lane northbound

Ryan: Can we extend the 2<sup>nd</sup> and 3<sup>rd</sup> bike lanes south to Columbia



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Susan: Given the pandemic and all the hurt this part of town has experienced, I am concerned about the turn restriction at 3<sup>rd</sup> and all the on street parking would impact the business community and hurting that area, making more sterile. Especially concerned about the right turn restrictions.

### **Project updates**

Gabe went through completed projects and projects in construction (listed in staff presentation)

Gabe encouraged committee members to take a closer look at projects that are in design.

Peter: Update on Blumenauer bridge?

Gabe: We are awaiting approval from Union Pacific. No date set for installation.

### **Red Bus Lane Retrofits**

April updated the committee on new red pavement markings on NW Everett and W Burnside from 3<sup>rd</sup> Ave to Burnside Bridgehead.

Part of our study of the effectiveness of installing red to transit lanes.

### **Closing Roundtable**

Susan: There is no traffic enforcement in the City of Portland, people can violate the red bus lanes.

April: There are larger discussions at play, we will evaluate how well it performs, we may consider automated enforcement, but that will require going to the state legislature

Brenda: I wanted to take this virtual platform that there is a Pedalpalooza bike ride tomorrow. It starts at 5:30 at Holiday Park, Briana Orr and April Bertlesen will be speaking. It's being put on by YPT.

Emily: Bus mounted cameras are great. But I have been surprised that the red paint seems to be pretty effective

Reza: Can you update me on the bike lane connection from E Burnside to Ankeny on Grand?



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Gabe: that will be constructed with the E Burnside bus lane extension project, which we hope to begin construction on later this year and expect construction to last 9-12 months

Reza: Update on the Downtown I-405 project?

Gabe: Construction is slated to begin August 2<sup>nd</sup> and last about 12 months

Gabe: Thank you all for taking the time and sharing your feedback!

#### Chat:

17:12:41 From Briana Orr, (she/her), PBOT : Meeting materials available to download here: <https://www.portland.gov/transportation/ccim-working-group/events/2021/7/13/ccim-working-group-july-2021-meeting>

17:26:48 From Amanda Howell, Urbanism Next (she/her) : Agreed, especially with more e-bikes and e-scooters on the road.

17:33:45 From Emily Guise (she/her) : Agree with Reza about SE Madison/12th design feeling unfinished

17:58:04 From Amanda Howell, Urbanism Next (she/her) : One thought about SW Alder is that by moving the bus lane and bus stops to that street, there may be the opportunity for increased foot traffic than there might have otherwise been. Just a thought!

17:58:17 From Ryan Hashagen (He/him-they/them) : Been great to see both Flanders and NW Broadway mostly completed. As people return downtown, you can see people using these facilities regularly. Will be excited to see data in the future!

17:58:34 From Chris Yuen he/him : I hear what Susan is saying about the businesses hurting but that's the price we pay for having a highway out of downtown like the Morrison bridge. if we were to try to preserve the right turn or parking, it should not come at the expense of bus reliability or bike safety.

17:59:19 From Susan Lindsay : not everyone can ride a bike. and many do not feel safe antplease remember that.

17:59:55 From Adam Zucker : Thanks everybody for the update and thoughtful comments. I have to runoff to another meeting.



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- 18:00:34 From Susan Lindsay : anymore on the bus. please remember that the business community and life of downtown depends on more than just bike commuters
- 18:01:02 From Ryan Hashagen (He/him-they/them) : That is our Everett shop in that photo!! The red lane is working great!!
- 18:01:47 From Peter Finley Fry : I understand the issue of business; however my issue is related to livability and quality and safety of the pedestrian experience especially with an aging population.
- 18:02:13 From Amanda Howell, Urbanism Next (she/her) : Thank you! Great to hear about these updates.
- 18:02:45 From Reza Farhoodi : bus-mounted cameras is the solution
- 18:03:29 From Chris Yuen he/him : agree re bus mounted cameras
- 18:04:47 From 2 -April Bertelsen, Portland Bureau of Transportation, she/ : July 14, 5:30 p.m.: Young Professionals in Transportation Rose Lane Ride  
<https://www.shift2bikes.org/calendar/event-13695>
- 18:05:12 From Susan Lindsay : agree w/Peter. fast moving buses right next to the curb is hazardous to pedestrians



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